

MINUTES
STATE TRANSPORTATION BOARD STUDY SESSION
9:00 a.m., Tuesday, October 31, 2017
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Avenue
Phoenix, AZ 85009

Pledge

The Pledge of Allegiance was led by Board Member Jack Sellers.

Roll call by Board Secretary Linda Priano

In attendance: Deanna Beaver, William Cuthbertson, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.

Absent: Joe La Rue.

There were approximately 30 people in the audience.

Opening Remarks

Chairwoman Beaver asked the public to please look for the December 1930 issue of the Arizona Highways Magazine so that it can be digitized. She added if anyone has a copy of this issue to please contact the Arizona Department of Transportation or Arizona Highways Magazine.

Title VI of the Civil Rights Act

Floyd Roehrich reminded all attendees to sign in and fill in the survey cards to assist our Civil Rights Department.

Call to the Audience:

One member of the public addressed the Board:

Al Gameros, Mayor, City of Globe, re: expressed his concern regarding the heavy congestion and delay in traffic and how it is a disadvantage to the Copper Corridor communities when the Renaissance Festival opens and runs every weekend in February. He asked the Board and staff to implement a better traffic management plan so that this problem does not reoccur in February 2018.

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ITEM 1: TRAFFIC MANAGEMENT PLAN FOR RENAISSANCE FESTIVAL (Randy Everett) 3
(This Item was moved up as first item to be heard; originally Item 4)

ITEM 2: REVIEW OF STATE TRANSPORTATION BOARD PLOICIES (Floyd Roehrich, Jr.).....22
(This item was originally Item 1)

ITEM 3: HURF Exchange Program (Kristine Ward)33
(This item was originally Item 2)

ITEM 4: WRONG-WAY DRIVER DETECTION PILOT PROGRAM (James Windsor)40
(Originally item 3)

1 (Beginning of excerpt.)

2 CHAIRWOMAN BEAVER: We've been asked due to the
3 fact Randy Everett needs to -- he has somewhere else that he
4 also needs to be, if we can move Item 4 ahead of the first three
5 items. We don't need to have action --

6 MR. ROEHRICH: No, ma'am. You can make that
7 adjustment.

8 CHAIRWOMAN BEAVER: Okay. So Randy Everett.

9 MR. ROEHRICH: Although I don't know why the hell
10 Randy's more important than the rest of the people on the
11 agenda. That's okay. He requested, and you concurred with him.

12 MR. EVERETT: I appreciate the move up. Thank
13 you.

14 MR. GUTIERREZ: Good morning. I'm not Randy
15 Everett, but I'm going to take this opportunity real quick. I
16 work with Randy closely.

17 MR. ROEHRICH: Jesse, could you introduce
18 yourself, please, so we have it on record?

19 MR. GUTIERREZ: Say --

20 MR. ROEHRICH: Could you introduce yourself,
21 please --

22 MR. GUTIERREZ: Yes. I was just about to do
23 that.

24 So Jesse Gutierrez, Deputy State Engineer for
25 Operations. Good morning, Madame Chairman, members of the

1 Board. It's good to be here in front of you again, and I don't
2 get a chance to present too often, but I want to take this
3 opportunity to preface Randy's presentation with the fact that
4 in 2015, we received some concerns from neighboring counties,
5 cities and towns regarding the festival. Since then, ADOT's
6 continued to work on the mobility, the ability to move traffic
7 through the area and work with the event coordinators to make
8 that happen.

9 We've taken a lot of steps to -- to improve the
10 traffic flow through the area after hearing all the concerns
11 from -- from the public, but I just wanted to highlight Randy's
12 efforts, the Central District's efforts and TSMO's efforts in
13 the upcoming presentation that Randy's going to put on.

14 But I just wanted to preface that we've been
15 working on this for a couple years and made a lot of headway and
16 continue to work with -- with the event coordinators, counties,
17 town managers, mayors of the surrounding event to -- to make
18 this a functional event, and we understand what this means to
19 the community, but we also understand what it means to traffic.

20 So with that, I'll introduce Randy Everett, our
21 Central District administrator.

22 MR. EVERETT: Thanks, Jesse.

23 MR. GUTIERREZ: Thank you.

24 MR. EVERETT: Thank you.

25 Madame Chair, members of the Board, my name's

1 Randy Everett. I am the Central District administrator.

2 So let's see here. Renaissance Festival, 2018.
3 So we have had some congestion complaints, obviously. So this
4 is a little bit -- I'm going to kind of run through what is now,
5 what was last year, and then what will be this year, and then
6 I'll take some questions.

7 So this is a yearly event. It starts on
8 President's Day. Starts on February 10th. It is only on
9 weekends, and those weekends run through April 1st. The hours
10 of operation, 10:00 a.m. to 6:00 p.m. Parking lot opens
11 currently at about 9:15.

12 A little bit of more background. It is on US-60.
13 It's way out there. It's about 5,000 or one mile past -- east
14 of Peralta Road. So it's quite a ways out there. Access to and
15 from, it's on the south side of US-60, and access to and from is
16 in gates A and gates B. We'll talk more about the gates A and B
17 in just a second.

18 So coordination. We have been doing a lot of
19 coordination lately. We are working with the Renaissance
20 Festival organization itself. We are working with DPS. We are
21 looking at presentations with CAG coming up here very shortly,
22 on November 15th, and we are working with you this morning to
23 answer any questions that you might have.

24 Location. So as you can see, this is a map of
25 the whole area. That's US-60, and it's down as you turn the

1 corner on US-60.

2 About 5,000 feet, as I said, past Peralta Road.
3 You see it right there on the lower right-hand side. And that's
4 -- and there's your gates A and your gates B. So as you're
5 coming, obviously, you're going to the east. You're heading
6 down the map there, coming from the west. You're going off the
7 map -- or going towards the west, you're going off the map
8 there.

9 All right. So -- oh, that's just because it's
10 Halloween. There you go.

11 There's some congestion in the area, obviously.
12 We had up to about 11-mile backups last year, so we've got a
13 situation where you've got to be aware of it. We're aware of
14 it, and we're looking at taking some steps. So so far what
15 we've done is we met with the Renaissance Festival in April. We
16 have met them again on a conference call in August. We just
17 recently looked at their traffic control plan in October, and
18 this is where we're at right now.

19 So last year's plan. As you can see right here,
20 and I'll kind of just -- if you're looking at the arrows in,
21 what you have -- is there a pointer? Is there a pointer on
22 here?

23 UNIDENTIFIED SPEAKER: Yes. It should be.

24 MR. EVERETT: Is that this thing here? Yeah.

25 Okay. So if you are -- right now, what the plan

1 is, is you have one right lane turn into the festival itself,
2 and it's at gate A right now. So what these people are doing
3 going to the east is they turn from the right lane into this
4 small right lane, and then they turn into here. So you have a
5 radius, it's pretty much of a -- of a pretty small radius there.
6 It's a pretty cut radius at this point in time. And then
7 remember this is 9:15 to three o'clock p.m., this is what's
8 happening going into the festival and people are going out of
9 the festival. If they want to go back to the east, they turn
10 around here at this U-turn and head back. If they want to go
11 out, obviously, they go out that way.

12 Now, what's important to remember is people
13 coming this way, which is west, into the festival, this is the
14 part that's really important. If you're coming west into the
15 festival right now, you have to now go up here and take a left
16 in here. There's an officer that stops traffic right here, and
17 then these people, what they do is they turn into this U-turn,
18 and they've got to get, then, into this lane here to take a
19 right into the festival. That's a big problem, and that's
20 really causing an incredible backup right now as we're -- as
21 traffic is heading eastbound.

22 So right now, that's what's happening from 9:15
23 to three o'clock. From three o'clock to the close, you can see
24 that now what they do use is they both use -- they use gate A,
25 and they use gate B to leave the facility. And then, of course,

1 if anybody's coming in at the very end, it's the same process.

2 MR. ROEHRICH: So Randy.

3 MR. EVERETT: Yes.

4 MR. ROEHRICH: So then in the afternoon, is
5 there an officer there as well, or only in the morning for
6 people going into the festivity? Are they breaking traffic as
7 well to let that maneuver out that western crossover?

8 MR. EVERETT: You know, I -- I'm not sure of
9 that, Floyd. If anybody knows what's happening right now. I'm
10 not sure what the officer does. Yes.

11 CHAIRWOMAN BEAVER: Board Member Stratton.

12 MR. EVERETT: I can't call on (inaudible).

13 MR. STRATTON: Having been through this several
14 times --

15 MR. EVERETT: Yeah.

16 MR. STRATTON: -- I haven't seen an officer at
17 that crossover.

18 MR. EVERETT: Okay.

19 MR. STRATTON: But I will tell you while you're
20 talking about that that even though the eastbound left lane is
21 supposed to be for through traffic, as they come out of the
22 festival, that crossover is so close that that traffic actually
23 gets over and plugs up both lanes. So I think it would be a
24 good idea if we could move that cross -- to the next crossover
25 to give some more time for those people to get over and not

1 impact the traffic heading eastbound as much.

2 MR. EVERETT: I think what you're saying is this
3 right here, these people, when they leave, they have to get over
4 here quickly to get over here.

5 MR. STRATTON: Correct.

6 MR. EVERETT: Okay. Well, let me tell you what
7 we're -- what they are proposing, not what we are proposing,
8 what they are proposing, and then we can talk further from
9 there. So that's currently what's happening now.

10 Changes to the event. So what we're doing is
11 we're putting a dual right now in from the eastbound traffic.
12 So now there will be a dual right-turn lane in the mornings
13 going into the festival. We're modifying or they are modifying
14 the radius at gate A. They're flattening that radius so we can
15 get two lanes in there. There's additional message boards going
16 up.

17 In the westbound direction, traffic from the east
18 now will be entering through gate B. And we'll talk about that,
19 talk about and look at this right here.

20 So now what's happening, the proposal this
21 year -- I'm sorry. The proposal this year is now still right
22 lane. This lane has not changed. This turn is not changed
23 yet. There are two lanes now going into the facility, into gate
24 A. The big change, and that's -- that should take some of the
25 congestion off and bringing it into two lanes, we've flattened

1 this radius right here.

2 Now, coming westbound -- yeah, coming westbound,
3 now what happens is we're coming up here, and this -- remember
4 this is in the morning. And now traffic will now come in, and
5 they will now have new pavement right here at the gate B
6 intersection, and those people, now they will stop traffic right
7 here, and they will have traffic come in, but what's the big
8 difference, what the Renaissance people are proposing is the big
9 difference here is that people are not coming here anymore, or
10 coming in and then having to get into this lane.

11 So what they're proposing is that this should
12 allow for much more movement into gate B, get some of these
13 people from here, not having to do this movement, but actually
14 going right into gate B.

15 On the exit, it will be somewhat similar. If
16 there is any more traffic at this point in time, what we are
17 doing is, like -- is allowing gate A, and gate A should be able
18 to get over into here pretty quick, and then gate B is just
19 taking off from here.

20 So what they're hoping, and maybe this answers
21 your question, is these people coming out of gate A have time
22 then to get over here, and if they want to then go west
23 movement, they would have that time to get over into that lane
24 and turn past there. The other thing might be to bring
25 (inaudible) even much further down the road.

1 Keep in mind, though, that this is -- sorry.
2 Keep in mind that this is about a mile, and so this right here
3 is well over a mile to get to -- over to there. Even here to
4 here is a little over a mile. It's not a lot of room, but it is
5 a little bit.

6 MR. STRATTON: And that may help. I need to
7 preface my comment, Madam Chair. When I went through there and
8 there was not an officer, it was during the hours of operation.
9 There may be one there after they close. I don't know. So I
10 just...

11 MR. ROEHRICH: Don't go -- Madam Chair --

12 MR. EVERETT: Yes.

13 MR. ROEHRICH: Randy, I do like that idea. I
14 mean, I think whether you're going to implement Mr. Stratton's
15 comments at the beginning, I think it's worth evaluating when
16 you start, because coming out of gate A and going east, you'll
17 still get a large amount of traffic, and if gate B comes out,
18 then you still have to merge now two lanes of traffic or two
19 groups of traffic, the A and B group, in order to get over.

20 And I realize, as you said, it's a mile, but
21 that's -- with that kind of traffic intermingled with through
22 traffic, maybe group A can make that connection to that first
23 turnaround. But if you put some cones up or some barricades,
24 pushing group -- gate B folks down to the next turnover, that
25 might at least alleviate some of that weaving in there and,

1 again, help the traffic flow. So if that wasn't the plan to
2 start with, if this starts breaking down and you're looking for
3 options --

4 MR. EVERETT: Right.

5 MR. ROEHRICH: -- you should keep that on the
6 table as an option. I think that is definitely a way to push
7 some volume of traffic further west before -- or east before you
8 go west.

9 MR. EVERETT: Yeah. I don't disagree, Floyd.
10 I think that there's a lot of good options. Keep in mind that
11 this right here, this means that this lane is closed right
12 here.

13 MR. ROEHRICH: Right.

14 MR. EVERETT: So that we are kind of pushing
15 people into that lane, and then these people really, what
16 we're hoping, is that they -- that's eastbound movement only.
17 But they still could get over here in that mile, but
18 hopefully, the people coming out of gate A would be pushed
19 over in this direction -- well, they would have to be pushed
20 over in this direction to make this turn if they were going to
21 make it.

22 MR. ROEHRICH: I just want to comment. In all
23 the traffic management studies I've read, never was hope a
24 strategy. So --

25 MR. EVERETT: Yeah.

1 MR. ROEHRICH: -- we either move them or they're
2 allowed to do whatever the heck they want.

3 MR. EVERETT: And that's why we're definitely
4 moving them here. We're definitely moving them out of this
5 here. So these -- these closure (inaudible) are important to
6 recognize that they are making the traffic move over in that
7 direction. But we are open -- I think that's the thing. These
8 -- all these plans, there is movement this year, and there's
9 allowability this year to change things as necessary.

10 CHAIRWOMAN BEAVER: Randy, similar to what Board
11 Member Stratton was saying, though, on this end, that looks like
12 it's shorter. Is that less than a mile?

13 MR. EVERETT: This --

14 CHAIRWOMAN BEAVER: From -- on this end, where
15 you -- where those coming east to west and they turn, is that
16 less than a mile right there?

17 MR. EVERETT: That's 2,300 feet, so that's about
18 maybe a half a mile.

19 CHAIRWOMAN BEAVER: Okay.

20 MR. EVERETT: Is that what you mean?

21 CHAIRWOMAN BEAVER: Yeah.

22 MR. EVERETT: Yeah. And so --

23 CHAIRWOMAN BEAVER: Is there an additional turn
24 lane further west? How far down is the -- yeah.

25 MR. EVERETT: Down here?

1 CHAIRWOMAN BEAVER: Yes. Is there a further one?
2 I mean, all it does is cause particularly kids that are in the
3 car with their mom and dad to have anticipation a little bit
4 longer, but I mean, if they have to drive down a little bit
5 further to give -- you know, where when you turn to come back,
6 you -- you've got more of a runway.

7 MR. EVERETT: You mean instead of even in the
8 afternoon allowing for this movement?

9 CHAIRWOMAN BEAVER: Yeah. Move it out further.

10 MR. EVERETT: Yeah. You could -- they could
11 bring them down here and have them turn here. This usually,
12 at this time of day, and correct me if I'm wrong if anybody
13 really knows, but part of our understanding is there's not a
14 whole lot of traffic at this point to be a problem. So it's
15 later on in the day that this happens. There's not a lot of
16 people going to the festival at that time. But certainly we
17 could move it down that way.

18 So I can answer all the questions in a second.

19 So some of the things you might be wondering
20 why they didn't happen this year, and we are still evaluating
21 for next year. So there are things we are going to do. This
22 is a "this year" mentality. So some of the things that we're
23 not doing this year, and you haven't seen them is -- and we're
24 still evaluating whether they're necessary, is should we make a
25 turn lane, a left -- left turn lane right in here so that we can

1 pull this traffic into this zone here and then have them take a
2 left into here. Should this right lane here be extended further
3 down?

4 At this point in time, those are very expensive
5 options. The Renaissance fair will be paying for this. All,
6 any kind of changes, so the Renaissance fair is paying for this
7 new pavement here, all these new changing of the radiuses here,
8 this extra pavement here. That's all being paid for by the
9 Renaissance. So what we're looking for is looking for the
10 future, we will address this next year. We will look at this
11 again and see if we have changed the congestion, minimized
12 congestion, and then are open to ideas.

13 I think that's just about it. So I think I'm
14 almost done.

15 So just to give you next steps, and then I'll
16 open it up. I can go back through those slides. So the
17 submittal will be completed here soon. There will be a
18 pre-event meeting where we discuss things with the Renaissance
19 Festival. Construction is going to be proposed for later on
20 this year, early next. We will then have an approval of the
21 permit, and then, like I said, next year we will re-evaluate the
22 situation.

23 So yes, sir.

24 MR. HAMMOND: Just a couple of different
25 questions. First of all, you said an 11-mile backup. That kind

1 of got my attention. I've never been to the Renaissance, so I
2 -- this must be a real happening event.

3 MR. EVERETT: It brings in some people.

4 MR. HAMMOND: It's been there awhile and it's
5 pretty safe. I'm curious, although I'm certainly -- would
6 expect them to pay for these improvements, but if they've been
7 there that long and are that successful and they've got good
8 financials, you know, they're probably, I don't know, bondable.

9 Is there -- doing temporary cones and stuff like
10 that, probably -- if this event's going to be here for 50 years,
11 you know, they could consider something more long term and raise
12 more money to do it with, you know, with a revenue bond to -- or
13 some sort of bond to -- to do something stupid like underpasses,
14 you know, (inaudible).

15 And I'm just saying is there any kind of
16 long-term solution like that beyond kind of the -- what are
17 these improvements estimated to cost this particular go around?
18 Do you have any idea?

19 MR. EVERETT: Yeah. So it seems like this might
20 cost -- well, they'll be certainly a few hundred thousand
21 dollars maybe. Yes. Yeah. They're not -- you're right. So
22 major improvements, if you were really going to do this 100
23 percent right is you'd have flyovers or fly unders, and you
24 would have a completely different arrangement out there. Yes.
25 That would be the way you would do it if you really had a

1 long-term goal of -- of keeping this out there in that specific
2 area. Has there been any conversation about that? No, not at
3 this time.

4 MR. THOMPSON: Madam Chair.

5 CHAIRWOMAN BEAVER: Board Member Thompson.

6 MR. THOMPSON: I can think of two or three
7 different locations similar to issues that you raise here.
8 Besides the overcrowding, what else is happening because of
9 that? (Inaudible) any accidents because of that?

10 MR. EVERETT: Yeah. I think that there's been a
11 couple of rear-end collisions. That's our information that
12 we've got. That comes from DPS over the last couple of years.
13 Yes.

14 MR. THOMPSON: Uh-huh.

15 MR. EVERETT: And I think last year we had a
16 couple of rear-end collisions. Yes.

17 MR. THOMPSON: Thank you.

18 CHAIRWOMAN BEAVER: And if I'm not correct,
19 this is just a once-a-year event, so it's -- it's not like an
20 everyday type thing. It's during this window of time when it --
21 the congestion seems to really --

22 MR. EVERETT: It is. And it's not on the
23 weekends and so -- and it's only on the weekends, and so the
24 weekends are what really backs up.

25 CHAIRWOMAN BEAVER: Board Member Stratton.

1 MR. STRATTON: When this first began, it was some
2 temporary buildings and one or two things out there, and the
3 temporary measures seemed to be working at that time. However,
4 now there's a multitude of permanent structures there, and this
5 event is going to be here is permanent. It's going to happen
6 every year. It's getting bigger and bigger.

7 Correct me if I'm wrong, but I believe the gate
8 receipts are multi million, not including the sales. I think
9 that any other developer would have to do certain things to meet
10 our criteria. I'm not sure that we -- we have the safety of the
11 public in mind if we don't make them adhere to some standards on
12 this or ADOT does.

13 The other thing I'd like -- I don't know if the
14 permit in the past has been multi year or not, but hopefully
15 whatever is done this year, it will be a one-year permit so that
16 the changes that have been done can be evaluated and see if
17 they're enough or not enough.

18 MR. EVERETT: And that's exactly right. This
19 is a year-to-year permit. So we will re-evaluate that. These
20 are things that we think will definitely reduce the congestion
21 at this point in time, but certainly open to re-evaluating this
22 and looking at it for next years. And you're right, this has
23 become really a permanent structure piece out here, so the
24 Renaissance fair would like to stay, and that's why we'll have
25 to look at other things through the years.

1 I'm not sure what receipts are. I think it kind
2 of varies. I think there might be some Renaissance people in
3 the audience, or at least they were here, wanted to be here.
4 But yes, they do bring in money, and that's why we are -- this
5 isn't ADOT's responsibility to build these improvements.

6 And so we will look at this again next year,
7 because there are some things, as you saw, that we could do and
8 we could ask them to do this year, but what we figured, we'd do
9 it in stages and see how it worked. So if we still have some
10 pretty massive backups this year, we'll certainly re-evaluate
11 and have them do more in the upcoming years.

12 MR. HAMMOND: Just a quick question.

13 CHAIRWOMAN BEAVER: Board Member Hammond.

14 MR. HAMMOND: Is -- sorry.

15 CHAIRWOMAN BEAVER: That's all right.

16 MR. HAMMOND: I do recognize the Chair.

17 Are there any other uses for this property
18 throughout the year, or is this all that's done there? I
19 mean, that -- that's also something over time that could
20 enhance revenues to do things here. (Inaudible) events that
21 might want to fill in the gaps for the 10 months (inaudible).

22 MR. EVERETT: I don't know. I don't think so. I
23 don't -- I think it stands without anything in there.

24 MR. ROEHRICH: Madame -- Madam Chair --

25 CHAIRWOMAN BEAVER: Board Member --

1 MR. ROEHRICH: Mr. Hammond, if I could, I've got
2 to -- remember, this is private property and private industry.
3 We -- I have no idea what the hell they do with that. You know,
4 they could hold raids outside of, you know, the Renaissance
5 Festival, and who knows what's going on.

6 As government, we can't regulate what they do
7 with their property, but what I do think it's fair to ask,
8 because their property generates this type of traffic and some
9 of these type of congestions and issues, how can we work with
10 them to solve it. And I do want to point out, I think it's
11 important, and Randy, you've made the point a couple times
12 already, is each year we've been assessing, because we know the
13 past few years it's really gotten bigger, and it's gotten a
14 bigger issue. And incrementally, we are going to keep trying to
15 look for ways to do that and how to improve it.

16 And, you know, as a private industry, they want
17 to be part of that, but they're going to limit what they want to
18 spend on that, because it hits their bottom line as well. It's
19 only eight weeks or weekends, I think it is. So they're --
20 limited capability. Their ability to generate revenue or
21 whatever else, that's on them to do whatever it is that they do.
22 We're trying to just focus on the traffic, the traffic
23 management plan, and incrementally work with them to keep
24 solving as best we can.

25 MR. STRATTON: Madam Chair.

1 CHAIRWOMAN BEAVER: Board Member Stratton.

2 MR. STRATTON: I just would like to say I don't
3 want my comments to be misconstrued. I am in support of the
4 Renaissance completely, and I think it's a great enterprise and
5 good entertainment for our citizens, but I also understand and
6 know firsthand what the impacts are on the smaller communities
7 to the east, and it really impacts their revenues and makes a
8 big difference. I appreciate what you're doing, and thank you
9 for having this on the agenda today.

10 CHAIRWOMAN BEAVER: Okay. Thank you.

11 I was just -- from a curiosity standpoint, how
12 does this compare to -- isn't it in Florence where they have the
13 Thunder -- the big country western thing? Is that --

14 UNIDENTIFIED SPEAKER: Country Thunder.

15 UNIDENTIFIED SPEAKER: Country Thunder.

16 CHAIRWOMAN BEAVER: Yeah. Is that -- is that
17 near a state highway there? I'm just -- because it's a
18 once-a-year activity, too. So I was just kind of -- comparison.

19 Another one that came to mind, of course, they've
20 got the overpass on 95 down in Quartzsite when they have the
21 annual, you know, rock jamboree and all that that they have.

22 MR. EVERETT: I don't know. Those two events,
23 I'm not sure how the traffic is with those two events, so...

24 CHAIRWOMAN BEAVER: I didn't know if there was
25 any good things happening with the way the flow of traffic is

1 there that maybe could be implemented if there's a similarity
2 (inaudible).

3 MR. EVERETT: We can certainly look at that and
4 see if there's anything that we could put into practice as a
5 result of that. Yeah. We could have somebody look down there.
6 You know, maybe I can (inaudible) to see when those events are.

7 MR. THOMPSON: Madam Chair.

8 CHAIRWOMAN BEAVER: Board Member Thompson.

9 MR. THOMPSON: I really appreciate you bringing
10 this up. It brings (inaudible) focus on other places where
11 these type of impacts are happening, even out in the rural and
12 remote area, Native American reservations, and I really do
13 appreciate it, and thank you. (Inaudible.)

14 MR. EVERETT: Any other questions? Okay. Thank
15 you very much. (Inaudible.)

16 CHAIRWOMAN BEAVER: Thank you, Randy. And thank
17 you, Jesse for introducing Randy.

18 Now we will move to Item 1, a review of the State
19 Transportation Board policies. Mr. Roehrich.

20 MR. ROEHRICH: Good morning, Madam Chair, members
21 of the Board.

22 This is an odd year. So every odd year, the
23 Transportation Board by statute is required to review their
24 policies, make any edits, updates, changes, and adopt them again
25 for the next two-year period. The last time the Board did this

1 was in 2015. It was a little bit after MAP-21. The federal
2 highway bill had been passed, and there were a few changes that
3 had came out of MAP-21. So the Board had done a pretty
4 extensive review of the policies at that time, made a number of
5 adjustments.

6 Since then, obviously, there's the FAST Act that
7 was passed. That has been going through a lot of discussions,
8 rule making. There's been discussion about additional
9 adjustments to the highway bill, infrastructure plan, things
10 like that, but nothing to solidify.

11 Discussing with staff the Board policies and
12 reviewing them, at this time we are not recommending any
13 adjustments to the Board policies. We feel the Board policies
14 are current enough to current regulations and statutes. We
15 think they're appropriate.

16 But at this time, I'm asking if the Board has any
17 adjustments or edits they think we need to consider so we can go
18 back, staff them, make the edits to the policies and then bring
19 them to the Board before the end of the year for adoption for
20 the next two years. If the Board concurs with the ADOT staff's
21 recommendation, then we'll agenda the current policies, we'll
22 just put a new date on them of the time that the Board adopts
23 them, and then those will be the policies for the next two years
24 as we continue to what unfolds on a national level.

25 So at this time, we're not -- staff isn't

1 requesting any adjustments to the Board policies, but we are
2 opening up, Board Chair, members of the Board, to talk about any
3 of the policies that you have. Are there any edits that you are
4 interested in discussing?

5 CHAIRWOMAN BEAVER: Mr. Roehrich, I would like to
6 ask, when this was done in December of 2015, I remember at that
7 time there were some changes in law and that that the verbiage
8 needed to be kind of just tweaked a little bit, and so I'm just
9 curious. Has this been reviewed similarly that the verbiage all
10 is in line with what the State statute requires?

11 MR. ROEHRICH: Madam Chair, that is correct.
12 Staff has reviewed it. It's appropriate. And if you look at
13 the summary inside of your policies or your packet, starting on
14 page I through III, those were the summary of all adjustments
15 that were made last time from the review.

16 As I said, we have looked at it as staff. We
17 feel that policies are still appropriate. They adhere to the
18 current guidance and rules and regulations and laws, both at the
19 state and federal level, and until we see either further
20 guidance come out from the US DOT or the FHWA, or we see a
21 change in law at the state or federal level, we think these
22 policies are appropriate.

23 So staff is saying these policies are still
24 appropriate to be adopted as they are, and we're not
25 recommending any edits at this time.

1 CHAIRWOMAN BEAVER: Just as a matter of record,
2 for those Board members that weren't on in 2015, we actually did
3 take this page by page then. So it was reviewed at that time,
4 you know, item by item. So I don't know if any of you are
5 wanting to do a review of it like that today or if --

6 MR. HAMMOND: Maybe you should read the entire
7 document.

8 CHAIRWOMAN BEAVER: If we're suffice to --

9 MR. ROEHRICH: I think if I was the board chair,
10 I'd say, "Could staff read the entire" --

11 CHAIRWOMAN BEAVER: Yeah. Yeah.

12 Are we comfortable with the way it is? So --
13 okay. It looks like (inaudible).

14 MR. ROEHRICH: Well, thank you, Madam Chair. So
15 then what we will do -- Madam Chair, you've got a question.

16 CHAIRWOMAN BEAVER: Oh, Board Member Thompson.
17 Sorry.

18 MR. THOMPSON: Chair Beaver, I'm not too familiar
19 with the whole policy, but my only question is sometime back on
20 89, we were able to take over BIA road --

21 MR. ROEHRICH: Right.

22 MR. THOMPSON: -- do the construction there,
23 giving it back to the tribe, and I see in this policy, I
24 believe, talks about how the State can return those state routes
25 back to the tribe or other local (inaudible). Is there a policy

1 in here about ways to transfer part of the tribal road or BIA
2 road to ADOT?

3 MR. ROEHRICH: Madam Chair, Mr. Thompson, it's
4 not so much a policy related to tribal land. There is a statute
5 and there are policies just related about either taking in local
6 routes that now become state routes --

7 MR. THOMPSON: Right.

8 MR. ROEHRICH: -- or the state board can abandon
9 them to counties or to local governments, existing state routes,
10 and they become local routes. That's in law, and the policies
11 generalize it, but we don't specifically call out tribal routes.

12 And if you remember, the State Route 89 project,
13 that was an emergency project because of the roadway failure and
14 the rock slide that happened, and at the time -- and I know,
15 Mr. Thompson, you had asked that before, so I had sent you all
16 the previous information on that, which was the agreement with
17 the Navajo Nation, the agreement for the use of the emergency
18 funds from the Federal Highway Administration to make those
19 improvements.

20 But the Board at that time did take Navajo Route
21 20, which was the detour route for 89 while it was closed, we
22 took that in as a state route, made the improvements that were
23 necessary. They ran the traffic on that route for the year and
24 a half or however long construction was. And then when 89
25 opened, we abandoned -- the Board took action to abandon, hand

1 20 back to the Navajo Nation.

2 So that was all done under state statute and all
3 done through agreements. That's all been outlined, and that's a
4 process that -- that's in law that we followed. And I'm not
5 sure what specifically you were looking at. In here it's not
6 outlined in policy (inaudible) generally abandoning or taking in
7 routes, and that's the process we use.

8 MR. THOMPSON: Okay. More specifically, Madam
9 Chair, there's a road -- a lot of roads out in Native American
10 reservations which are utilized in common by BIA schools, public
11 schools, and I feel that it may be a good idea to all work
12 together to make those roads a little bit better so that the
13 kids can get to school and not have to miss 15 days of school a
14 year. It's really can impact on their performance. So that was
15 my thought, how can we help in that way to lend a hand to the
16 tribes of BIA to improve some of these roads. That's where my
17 thoughts were, so...

18 MR. ROEHRICH: I mean, if that's a strategy that
19 the Board wants to take to work with, whether it's Navajo Nation
20 or any local government, if you will, city, county, town who's
21 got roads, take them into the state system so you can improve
22 them and then give them back, I think that's something that
23 would be agendaed, and the Board would have to think through
24 exactly how you would want to do that.

25 I also think you have to ask yourself why you

1 would want to do that, given the current funding situation, the
2 fact that we can't take care of the routes that we have, and as,
3 you know, important as those routes are to the locals, and the
4 local -- the concept is of taking that in, I think the Board
5 would have to ask themselves, do you want to take in local
6 routes and spend money on those routes to improve them when you
7 still -- we're still struggling with what we're going to do with
8 our existing routes.

9 But if the Board wants to talk about that and
10 discuss that as a strategy and develop a policy and that, we
11 could agenda that and do that, or you can start (inaudible)
12 here, because if you're saying you want to make that a policy
13 and you want to formalize that as a policy, then you can start
14 discussing that at this time, if that's what -- Mr. Thompson, if
15 that's what you're asking, and Mrs. Beaver, if that's your --

16 CHAIRWOMAN BEAVER: Well, Board Member Thompson,
17 I'm just curious if -- I think there's policies in place right
18 now that could be worked within what you're all wanting. Is it
19 possible that maybe between the counties and the tribes that are
20 affected by this that -- I think once before there was talk of a
21 plan, a regional plan for up there, and I don't know if we could
22 have someone that works with them, because it seems like if the
23 regional plan was in place and in that plan, it was indicating
24 that there were roads that maybe they -- that area, that region
25 was wanting to turn over to the State, that plan would identify

1 that in it. Am I correct? That's what my -- so I don't know if
 2 -- if ADOT could work with that region up there to maybe get
 3 kind of a --

4 MR. ROEHRICH: Madam Chair, there's a lot of
 5 programs that we can use, whether it's a local planning study, a
 6 PARA fund that a local could put together a long-range -- or
 7 short-range roadway strategic improvement, study with that. Our
 8 planning folks would work with them. We do have an Indian
 9 tribal liaison, a person that works out of our planning group
 10 that can assist these things.

11 There's a lot that can be done if a region wants
 12 to start developing a comprehensive approach towards how you
 13 would do that. We could work with them on that, but eventually
 14 it's going to come to the agency and to the Board to decide are
 15 now you willing to fund those type of -- is this the strategy
 16 that you're willing to move forward with to adopt local roads,
 17 to improve them, get them up to a certain level of service or
 18 come in and then turn it back to them for long-term maintenance.
 19 Is that something that this group -- the Board and the agency,
 20 would want to use their available funding for, realizing, of
 21 course, the funding we have doesn't cover the needs that we
 22 have.

23 MR. THOMPSON: Madam Chair.

24 CHAIRWOMAN BEAVER: Board Member.

25 MR. THOMPSON: I believe that by next month,

1 we'll be able to bring more information as to why my thoughts
 2 are geared towards that. We will do a PowerPoint presentation.
 3 Hopefully we'll be scheduled next month and give you a little
 4 insight on what's the situations on these roads on the
 5 reservations. (Inaudible) we can -- meanwhile, I'll be making
 6 some contacts. Maybe there is something already in place I'm
 7 not (inaudible). Thank you.

8 CHAIRWOMAN BEAVER: Well, if our tribal liaison,
 9 maybe, could meet with Mr. Thompson and --

10 MR. ROEHRICH: They met just this morning --

11 CHAIRWOMAN BEAVER: Oh, okay. Okay.

12 MR. ROEHRICH: -- Mrs. Beaver.

13 CHAIRWOMAN BEAVER: Okay. Good.

14 MR. ROEHRICH: She's here. Melinda Jean
 15 (phonetic) was here, and I saw --

16 CHAIRWOMAN BEAVER: Hi.

17 MR. ROEHRICH: -- when Mr. Thompson had met with
 18 her, as well as Greg Byres' team through planning. I mean, if
 19 you wanted to approach this and they put together a request -- I
 20 mean, realistically, if you want to approach this and put
 21 together a strategy around this, you'd ask for the planning
 22 funds through, like, a PARA program or something, a local,
 23 regional funding. You'd probably take a year to year and a half
 24 of a study, putting together something that then would come back
 25 as a strategy that this Board could debate, and then you'd want

1 to bring it in as -- if the decision is you're going to start
2 addressing some of these funding issues, you'd want to bring it
3 in on our normal programming cycle.

4 So this is something that over, realistically,
5 the next couple of years, you wanting to approach and study as a
6 strategy, there is a planning process, there's a way to approach
7 this that's staffed and recommended so you can come to this body
8 and then really talk about what the total impacts are and an
9 approach of how you would address it, prioritize it, and how you
10 would want to address it.

11 CHAIRWOMAN BEAVER: Okay. Board Member Hammond.

12 MR. HAMMOND: Well, first of all, good
13 discussion. The -- it sounds to me like a fine policy, we can
14 do it in and out of the system as we choose as a board. And I
15 always enjoy the benefit of Jesse and of his perspective on how,
16 or how it may not, funding goes to the rural areas.

17 The -- I would think the strategy, whether it's
18 the Indian nations or any community, (inaudible) pick their
19 priorities, and -- because I like -- I didn't know you could
20 move them in, do the work under State -- with State money, then
21 move them back out, which is -- which is nice to know. It's
22 nice that we can do that, because then we can help a community
23 if we choose to do so as a board. But I think it would be
24 incumbent on a community with those Indian nations or any
25 community to look at their system within their community and

1 say, "Where are our priorities?" Pick the battles, put it in
2 the discussion chain and see if we can come up with some is
3 solutions that move the needle forward in some of these areas.

4 MR. ROEHRICH: Madam Chair and Mr. Hammond, I do
5 want to make sure on what you talk about, moving projects or
6 corridors in and move them out, especially on the Indian tribe,
7 it's a little -- it's a little bit more -- I'm not saying
8 complicated, but there's further consideration, because by
9 Constitution, the State can't spend their HURF funds on Indian
10 routes.

11 Those -- they're funded through BIA or they're
12 funded through other distributions that are set by statute.
13 That's why taking those routes into the State system has to
14 happen in order for that work to be done, and I think -- so it's
15 a consideration as well. The Board would take -- have to
16 consider is the public perspective of why you're taking in these
17 routes that don't qualify so you can make them eligible, spend
18 money on them, while I still have my projects waiting to get
19 done and other projects' are waiting to be done, and then at the
20 end giving it back to them.

21 So there is a perception issue in there as well,
22 as -- in order to make that work, I think this Board would want
23 to consider as a strategy, if that's how they want to move
24 forward with the policies that they have available to take in
25 routes or to abandon routes.

1 CHAIRWOMAN BEAVER: And correct me if I'm wrong,
2 but at that time, there was an urgency on that, taking that 20
3 in to have an alternate route, because the --

4 MR. ROEHRICH: Madam Chair, it was an emergency
5 project. Correct. And we got separate funding for that. It
6 did not come out of our program to do that work. That was
7 funded by the Federal Highway Administration as part of their
8 emergency funded program.

9 CHAIRWOMAN BEAVER: Okay. Do we have any
10 additional?

11 MR. ROEHRICH: The last comment, Madam Chair,
12 because I think this issue is something that really could not be
13 addressed this cycle given the complexity of this issue, I would
14 recommend that I do agenda in the November's meeting these
15 policies for our Board to adopt them for the next two years, as
16 we further the discussion on how that program might work or how
17 the Board may want to move in regard to that program, and then
18 we wait for a further guidance and other information to come out
19 at the federal level on the highway bill. Thank you.

20 CHAIRWOMAN BEAVER: Thank you.

21 Okay. Now we will move on to the HURF Exchange
22 Program. I guess now it's Item 3.

23 Kristine, good morning.

24 MS. WARD: Good morning.

25 I am -- I'm pleased to come and get to talk to

1 you about a topic that generally people are happy about.

2 So what I was asked to do is give you a brief
3 update of where we are in the rollout of -- or the
4 reconstitution of the HURF Exchange Program. For those of you
5 that are not familiar, the program, we got statutory authority
6 to institute the HURF Exchange Program, and what that means is
7 where we exchange with the local public agencies, we take their
8 federal dollars, we give them HURF dollars in exchange, State
9 Highway Fund dollars in exchange. That program, we got that
10 authority back in 1997. The program went live in '98 and was
11 active through 2009. About 90-plus million dollars worth of
12 projects were completed over that time, and they represent about
13 145 or so projects. So they averaged -- this is worth noting,
14 it's -- these were fairly small projects. They averaged about
15 650,000 per project.

16 The program is largely targeted towards cities
17 down in counties where population's under 200, and we have not
18 changed in the reconstitution of the program. We haven't
19 changed that original -- that original focus.

20 The policy in terms of what's the current status
21 of reconstituting the program, the policy has been completed,
22 and now where we find ourselves is we are starting that
23 communication rollout and informing folks of what the policy is,
24 and we're also in the midst of establishing and creating what we
25 call the contract, the JPA, the Joint Project Agreement that

1 will be executed for every HURF Exchange Project with the local
2 public agency. So for every project, a JPA is established, and
3 it's that template that is currently under review. We -- no
4 contract gets processed and created easily. So we are working
5 with AG -- AG on that.

6 Multiple meetings have been held with stakeholder
7 groups and with many more to come over the next three-month
8 period. So we expect the program to be totally rolled out, the
9 JPAs in place by January 1st. That communication rollout will
10 involve both meeting with primary stakeholders in terms of, say,
11 presentations to (inaudible) the League of Cities and Counties,
12 the County Board of Supervisors, and then we're also
13 constituting or developing some webinars on the program. So
14 folks will be able to attend those webinars and hear how to get
15 their projects -- complete their projects and get JPAs
16 established utilizing the HURF Exchange Program.

17 We are also -- have got a HURF Exchange webpage
18 that is under development that will also be rolled out by then.
19 And so we're just -- in terms of what our status is, we're just
20 -- that's what we're -- that's where we are with these next --
21 next few months.

22 We have been doing some communications and
23 presentations on this, so just within the last two weeks. At
24 the Rural Transportation Summit, we did a presentation. And so
25 it's been moving along. The LPAs have been already selecting

1 projects. They're really waiting that we finish that JPA so
2 they can then get those projects finalized to use HURF Exchange.

3 There have been some slight -- are there any
4 questions at this point? I'm just kind of blah, blah, blah,
5 rambling along.

6 Wow, the exuberance.

7 Okay. All right. I should -- the wrong-way
8 driver one is probably going to get a lot more attention.

9 So we were -- one of the things that really has
10 kind of transitioned or changed since the last HURF Exchange
11 Program is that in the rollout of this program, there is a lot
12 more emphasis on project delivery and timely project delivery.
13 We are approaching this very cautiously. Remember, we are not
14 in the cash position we were once in way back when, when the
15 program was originally instituted, and so we are watching to
16 make sure that those projects stay active so we don't have
17 dollars sitting idly that could be subject to such things as
18 sweeps. So -- and besides that, we just need to make sure we
19 use our -- use our funds efficiently.

20 Risks we might be facing, of course, the risks to
21 the program are, you know, economic downturns, sweeps,
22 transfers, special distributions, as I've, you know, mentioned
23 and then any changes to our federal -- to the federal program.

24 That's -- that's my update. If you have any
25 questions, I'd be happy to --

1 CHAIRWOMAN BEAVER: I would like to ask a
2 question. You were saying that the JPA, the template is being
3 reviewed right now to update it.

4 MS. WARD: It is.

5 CHAIRWOMAN BEAVER: Is it possible that whenever
6 the revision is done, maybe you could just come and give us a
7 little bit of presentation, and maybe for Board members that
8 weren't able to attend that at the Rural Transportation Summit?

9 MS. WARD: Uh-huh.

10 CHAIRWOMAN BEAVER: Collectively, we could all
11 get a little more educated on it.

12 MS. WARD: Yes, ma'am. Madam Chair, so what --
13 what I would suggest maybe I do, today I was asked to just give
14 you a brief update of where we are in the rollout. We're in the
15 midst of developing the presentation that will be a part of that
16 webinar. Maybe, if you would like, I can come back when that's
17 finalized and give you that presentation on the program. The
18 JPA tends to get into -- down to a more molecular level, but I
19 could give you a full presentation on the program.

20 CHAIRWOMAN BEAVER: I think that would be nice.

21 Board Member Stratton.

22 MR. STRATTON: I believe the reason this is --
23 one of the reasons it's on the agenda is the two-year guideline,
24 time line that we've talked about in Tuba City, and you have
25 explained it to me, but I think it would be good if the whole

1 Board heard (inaudible).

2 MS. WARD: Madam Chair, Mr. Stratton, you are
3 correct, and I forgot to throw that in there.

4 So there had been a question at a previous board
5 meeting about expressing a concern about the two-year time limit
6 that the current -- that the policy has built in. And what was
7 mentioned and presented to the Board is that the LPAs only had
8 two years in order to get the project complete. And what was
9 perceived at that time was that it was two years from the start
10 of design to the completion of the project. And when -- that
11 two-year ticker actually starts when design is complete. So
12 they have time to get the design done on the project and then
13 two years, we start watching, you know, the time. That's when
14 the two-year ticker starts. And again, what this comes back to
15 is are we making sure that those projects are moving so we don't
16 have money sitting idly, set aside for a project that's not
17 moving.

18 MR. STRATTON: Madam Chair.

19 CHAIRWOMAN BEAVER: Board Member Stratton.

20 MR. STRATTON: It's a good explanation, but I
21 have one question about the -- when does the clock start
22 ticking? Is it when the project bids or when 100 percent of
23 plans are approved by ADOT? Because a lot of times you still
24 have bid docs and other things to get done and get approved,
25 also.

1 MS. WARD: Madam Chair, Mr. Stratton, I will need
2 to confirm precisely, but I believe it's when 100 percent is
3 complete.

4 MR. STRATTON: If there is a leeway or an
5 allowance in there, it would be nice if it was when plans were
6 100 percent and the bid documents were also 100 percent, as
7 sometimes those take time for legal review, and that can lead
8 into a time period.

9 MS. WARD: Madam Chair, Mr. Stratton, I'll
10 confirm how that is established.

11 I would like to mention, in addition, however,
12 that understand this is not a surprise, we're going to
13 de-obligate these dollars. This will be -- there will be a
14 process. The local public agency, the LPA, will have the
15 opportunity to say, you know what, I'm exceeding the two-year
16 time ticker, this is the reason, and they will have an
17 opportunity to justify those situations. There will not be
18 surprises. There will be communication established so as we
19 approach those time frames, letters will be generated that say,
20 hey, we're approaching this time frame. Please speak up. Tell
21 us what's going on with the project. And so -- and those
22 communications are built into our documentation in the program.
23 So it's -- it's -- this is not done in some verbal, informal
24 mechanism. We are documenting much more than the previous
25 program was (inaudible).

1 CHAIRWOMAN BEAVER: I think my question had to do
2 with the fact that as board members rotate in, new board
3 members, sometimes they are coming on and they haven't been
4 educated or introduced to this information, and so that's why if
5 you were able to come back to the Board, you know, maybe even
6 sometime after the first of the year, because you're going to
7 have two more board members coming on.

8 MS. WARD: Uh-huh.

9 CHAIRWOMAN BEAVER: So as you get new ones, it's
10 just keeping that educational process up for board members, I
11 think --

12 MS. WARD: Madam Chair --

13 CHAIRWOMAN BEAVER: -- where they have a better
14 understanding.

15 MS. WARD: -- that's a great suggestion, and what
16 I can do, also, is we have a -- kind of a standard template for
17 new board member orientation. I can make sure we build in
18 HURF's -- the HURF Exchange Program into that new board member
19 orientation.

20 CHAIRWOMAN BEAVER: Does anyone else have
21 questions to ask of Kristine?

22 Okay. Thank you.

23 MS. WARD: Thank you. Have a great day.

24 CHAIRWOMAN BEAVER: Now we will move on to Item
25 4, which was previously Item 3, the Wrong-Way Driver Detection

1 Pilot Program, and we have a James Windsor. Good morning.

2 MR. WINDSOR: Madam Chair, members of the Board,
3 before I get into the pilot program itself, I want to share with
4 you some of the countermeasures that we've been deploying for
5 the last several -- several years, and that is the lowering and
6 oversizing the "wrong way" signs on the off ramps, not only in
7 the Phoenix area, but statewide, but this percentage is for the
8 Phoenix metro area. It's 40 percent. We've been accomplishing
9 this through internal resources and our state -- our
10 appropriated budget from the Legislature. So it has been a
11 little bit of a challenge. But we are moving to move this
12 number to 70 percent by the end of year through HSIP funding,
13 which is our Highway Safety Improvement Program funding, which
14 is federal funding, and we have received eligibility for that.
15 I say 70 percent. The other 30 percent will be upgraded through
16 projects that are currently in the five-year plan in the MAG
17 region.

18 Also, with upgrading the signs, we've been
19 putting in the directional arrows on the ramps with the raised
20 pavement markers, the RPMs. They're type Cs. They're red when
21 you're going in the wrong direction. They're clear when you're
22 going in the correct direction. We've also added RPMs to our
23 recent projects where we've replaced the ARACFC in the Phoenix
24 area to the HOV stripe. Typically, it was just a 12-inch white
25 stripe. That came at a request of the Department of Public

1 Safety.

2 Oh, sorry. Sticky button.

3 We've also -- since 2014, 2015, we've deployed
4 several systems. These are radar detection systems, and you've
5 maybe heard these on the news from other states. Florida has
6 used them. California, I think, just rolled out a pilot program
7 that uses them. And they do detect wrong-way vehicles on the
8 ramps. They will send you a burst of three photos that shows
9 where -- where the car enters, and you'll see it going down the
10 ramp. It may even also show you it self-correct. It may even
11 also show you the brake lights, that he stopped and realized he
12 made a mistake.

13 The challenge we've seen with these is they're
14 not very good in high volume ranks. We get a lot of false
15 detections. But our operators still use them. It sends an
16 email to the Traffic Operations Center, where I think you're all
17 going this afternoon, and I can share that with you. But when
18 they receive these, it's (inaudible) modem. It's an email. The
19 time frame to go through the (inaudible) modem to the email to
20 the operator. That's a little bit of time. That car could be
21 long gone off that ramp if it continued on to the mainline. .
22 They'll still receive it. They'll light up the "wrong way"
23 signs. Today they'll go manually with the cameras and try to
24 confirm, along with the state trooper that's in the Traffic
25 Operations Center with them, and they'll try to identify it. If

1 they identify it, the state trooper can contact dispatch and
2 they can mitigate a response.

3 So it's a little better than a 911 call, but --
4 because that's what we typically rely on today is 911, or our
5 state troopers, but with 911, obviously it's a challenge. I
6 mean, they're struggling to get in front of these guys to figure
7 out where they're at and then to plan a mitigated response to
8 stop them.

9 In some cases, like the middle photo on the
10 bottom, the troopers actually put their own lives on the line to
11 stop these guys, and that's exactly what he did on I-17 north of
12 the valley.

13 So the challenges. We don't have any data on
14 where these cars enter the mainline. Even with the radar
15 detection -- well, we may get a picture of a ramp. So we'll
16 know a specific location where they enter, but we don't know how
17 their enter, up on top of the traffic interchange. Did they
18 turn left? Did they turn right? Did they go straight through
19 the intersection? That's data that we need so we can look at is
20 there something we can do on top of that traffic interchange
21 that can help reduce these entries from even happening to begin
22 with. And obviously, the notifications to the state troopers
23 today is largely 911. It's a challenge for them.

24 This system, we're hoping, is all about
25 timeliness and getting them that notification early enough so

1 they can mitigate a response and stop this person before he
2 kills himself or kills somebody else.

3 So the wrong way -- okay. I think a -- sticky
4 button maybe, maybe not.

5 The deployment program basically has four
6 components: Detection, notification, track and warn. The
7 detection of when it enters the ramp, when it enters the
8 mainline, the notification to the ADOT TOC and also DPS. It
9 will automatically track. Our existing CCTV cameras today will
10 be pre-positioned to that location so they can get a visual on
11 this guy right away without having to manually go to the
12 cameras, bring them up. They'll already be up on the video
13 wall, which you'll see today. And then warning, activate -- it
14 will automatically activate our DMSs upstream to warn drivers
15 going in the correct direction.

16 So the project area, I'm sure we're all familiar
17 with it. I-17, bounded by I-10 to the south, State Route 101 to
18 the north. It's going to cover all of the mainline, exit ramps,
19 and also the system TIs as well, freeway to freeway ramps. So
20 once a wrong-way driver anywhere within that system, we'll know
21 where it is and even where it exits, if it does make it that
22 far.

23 This project was identified through a federal
24 project or a research project that was funded by FHWA and ran by
25 ADOT. It was done in 2015, and that's where this location was

1 actually identified as one of the highest locations for
2 wrong-way crashes per mile within this segment.

3 So the detection element. This is the overview.
4 And I want to share with you, the detection at the top of the
5 ramp, it's not a special detection. It's the same detection we
6 use to run the traffic signal on the ramp. So when we're going
7 through I-17 and we're replacing all the thermal cameras, we're
8 actually putting in the detection that operates the signal on a
9 daily basis. But that camera also has an algorithm for inverse
10 direction, and we're taking advantage of that. Now, the cameras
11 at the bottom, those are additional. It's a single camera. It
12 captures the gore of the exit ramp and also the typical section
13 of mainline, and I'll show you some pictures of what that looks
14 like.

15 This is actually at the top of the ramp. This is
16 actually on State Route 101 and 75th Avenue, and it's not within
17 the pilot program, but I wanted to share with you. Our
18 maintenance forces have been putting this detection system in
19 for the last two years for the purpose of running the detection
20 to operate the signal.

21 But now that we know that it has this algorithm
22 for inverse direction, we can pull those into the system, and
23 this is actually one success story where it worked. We pulled
24 this into our system. When this driver, which you can see,
25 turned left onto the -- that's actually an eastbound off ramp,

1 so he's going in the wrong direction. We actually see the
2 direction that he turned.

3 The Traffic Operations Center automatically was
4 notified. It popped up on their console. The same with the
5 state trooper that's in the TOC. They saw it. They pulled the
6 cameras up. They could see that it entered. It kept going.
7 The trooper mitigated a response. Actually, the field troopers
8 were two minutes into a response before the first 911 call came
9 in. We stopped the driver two minutes later. That's still --
10 60 miles an hour, that's four miles. That's still probably too
11 long, but it is a success. It was an early notification. They
12 were able to mitigate a response.

13 This is what it looks like on mainline. This is
14 a camera. This is on I-17. It's south of Camelback. We
15 deployed this in January to test it for false detections. It --
16 we had zero false detections on this, but we -- what we did
17 capture is actual real events. This one here, you can see the
18 truck. He actually went wrong way down the ramp, realized it at
19 the bottom, self-corrected and turned the correct direction at
20 the bottom of the ramp. And if we played this video, you'll see
21 he turned very slowly right in front of oncoming traffic, but...

22 So the notification and track. So as soon as it
23 enters at the top of the ramp, the first notification is going
24 to be a flashing "wrong way" sign. It's very bright. I got a
25 picture of it at the end of the presentation. But the whole

1 intent is to get that driver to see it and self-correct and not
2 enter mainline. If he does enter mainline, the CCTV cameras
3 that we have today will be pre-positioned to the ramp. There
4 will be a visual on it. It will also pre-populate the DMSs
5 upstream to warn the oncoming drivers. It will also turn
6 upstream ramp meters red. Now, that isn't the time of day that
7 ramp meters work, but it's another thing we can do to stop
8 drivers from entering the mainline.

9 In the decision support system, we're currently
10 building it right now, and I think one of the things we're going
11 to push for is that next signal upstream -- typically these
12 happen at 2:00 in morning -- we're going to take that signal
13 completely red. So as long with the ramp meter's red, the
14 signal goes red, we figure by the time it enters at the bottom
15 of the ramp, it's got three-quarters of a mile to go at 60 miles
16 an hour. That's 40 seconds. We can hold that signal red for 40
17 seconds. After it goes through that signal, it will hit the
18 next detection, because they're every mile at the bottom of the
19 exit ramps. It will clear everything downstream.

20 So the warning elements. I mentioned the "wrong
21 way" sign. That's the first -- that's the first element. That
22 first detection like the one I showed you at State Route
23 101/75th Avenue, the first thing it's going to do is light up
24 this sign, try to get that driver's attention to get them to
25 self-correct and not enter.

1 The second warning, obviously, is to pre-populate
2 our DMS boards upstream. This is actually a picture of our DMS
3 board, and what happens, when we put this up, it actually
4 flashes the alert as well, because we get a lot of messages
5 like, "hocus pocus," you know, stay -- "watch your focus," or
6 whatever's out there today. But we wanted to get -- we want to
7 get their attention. So the alert flashes.

8 And I'll also share with you. I was driving home
9 the other day. I was -- and this was, like, 5:30 in the
10 afternoon. The sun was going down. I was on the Red Mountain.
11 I was going up the 3 percent grade. I was in the number one
12 lane, but that caught my eye, and it was, "Alert: Wrong-way
13 driver ahead," and I moved to the right. That's what we want
14 everybody to do, is move to the right. But what was really
15 impressive is I wasn't the only one that moved to the right. So
16 the word's getting out there, because these guys are typically
17 in the HOV or in the number one lane. So at night, stay to the
18 center and give yourself an opportunity.

19 This is our "wrong way" sign. Actually, this
20 was done just, I think, last week or two weeks ago. This is
21 actually Communications took this video, and I just took a
22 screenshot from it, but we were actually testing to see that it
23 got triggered and there was enough time to where the sign lit up
24 and flashed to give that driver -- make sure he had the time to
25 see it and self-correct, and it worked. This was the shortest

1 ramp we had, so it was the one -- hardest one that we thought we
2 were going to have to deal with, but it was actually very
3 successful. More than enough time to see the sign and hopefully
4 get that driver's attention and get him to self-correct.

5 Hopefully I didn't go too fast, but this is the
6 project costs and schedule. The construction was \$3.4 million.
7 Camera installation's complete at all 15 traffic interchanges
8 along the corridor. We're currently installing the thermal
9 cameras on the mainline, much like I showed you the visual at
10 I-17 south of Camelback.

11 We're still on schedule to have all this in the
12 ground in November, and we're actually working on the decision
13 support system, which was estimated at \$600,000. Chameleon is
14 the vendor. They got a late start, but they're still on track
15 for a November completion date, with hopefully doing system
16 testing in December, and have this live end of December or first
17 of January.

18 And with that, I'll take questions.

19 MR. SELLERS: Madam Chair.

20 CHAIRWOMAN BEAVER: Board Member Sellers.

21 MR. SELLERS: Yeah. You mentioned some of what
22 people should do if they see "wrong way driver ahead," but could
23 you tell me exactly what we should say to people when they ask
24 us about that? I mean, should you pull over to the right and
25 stop, or do you just go as far right as you can?

1 MR. WINDSOR: I think the best thing, I follow
2 DPS's role. They're out on the news media, and they're asking
3 people just to move to the right. You can move to the right.
4 It's hard. I think -- I think what we want to do is look at
5 this message when we roll this out, work with the Attorney
6 General's Office, and maybe develop a message that actually
7 tells them what to do. Move to the right and exit. But we want
8 to make sure there's no liability there with that, but we are
9 looking at that, Board Member Sellers.

10 CHAIRWOMAN BEAVER: Do we have any additional
11 questions?

12 Thank you.

13 MR. WINDSOR: You're welcome.

14 CHAIRWOMAN BEAVER: Well, with nothing
15 additional --

16 MR. ROEHRICH: Madam Chair, I do have a few,
17 maybe, final comments if you're fine.

18 CHAIRWOMAN BEAVER: Okay.

19 MR. ROEHRICH: A couple things I want -- I know
20 you're ready to go. I see you've got -- don't hit me with your
21 block of wood. Oh, I guess that's redundant, isn't it?

22 Anyway, so a couple of things. I want to thank
23 all the people who presented today for coming in and bringing
24 these topics. I really appreciate the efforts to get prepared
25 to bring information to the Board members. Please, if you've

1 got topics we need, please let me know so we can be prepared for
2 them and we can get these scheduled so we can continue to have
3 these discussions so the Board has a chance to come in and
4 debate issues.

5 I think Mr. Thompson's bringing in a great issue
6 that is something that the Board may want to really take on and
7 comprehensively talk about how you would approach that type of a
8 strategy, because it is a difference of where we've been going,
9 but it is clearly something that this Board has the ability to
10 take on if they choose to.

11 In addition, I want to remind all the members who
12 signed up to tour the TOC, their -- Traffic Operations Center.
13 I think Linda has given you a little map, when you get there, if
14 you haven't been there, but they're prepared for you, and when
15 you get there, you're going to get a presentation, and then
16 they're going to walk you through the operations, and you'll see
17 a lot of what Mr. Windsor was outlining. You'll see kind of how
18 that is being managed at that level. It's very appropriate.

19 And I want to go back in to the topic that
20 Mr. Thompson had kind of initiated. He had requested that a
21 video be played and then some talking points be presented
22 regarding the transportation needs up in the northeastern part
23 of the state on the Navajo reservation, and I think -- or around
24 the Navajo County area. Talking with the Board Chair, we will
25 agenda that, Mr. Thompson, for the November Board meeting. I'll

1 work with you on getting it prepared so we can get all the
2 information necessary to have that topic on the agenda.

3 Other than that, Madam Chair, that's all that I
4 have for the rest of the study session, and there are other
5 questions or topics that the Board members want to bring up for
6 -- not for debate here, because it wasn't agendaed, but for
7 either the next Board meeting or for another study session.

8 CHAIRWOMAN BEAVER: I think I just want to bring
9 up the PowerPoint presentations or the presentations today will
10 be on the website?

11 MS. PRIANO: After I get done with the TOC thing.

12 CHAIRWOMAN BEAVER: Okay. So -- for the public.

13 MS. PRIANO: Yeah.

14 CHAIRWOMAN BEAVER: Okay.


15 (End of requested excerpt.)
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Adjournment

A motion to adjourn the October 31, 2107 State Transportation Board Study Session was made by Bill Cuthbertson and seconded by Jack Sellers. In a voice vote, the motion carries.

Meeting adjourned at 10:13 a.m. MST.


Deanna L. Beaver, Chairwoman
State Transportation Board


Floyd P. Roehrich, Jr., Executive Officer
Arizona Department of Transportation